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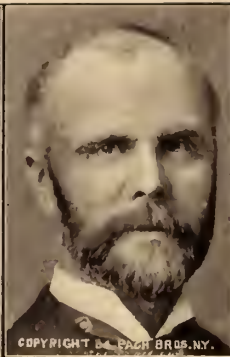
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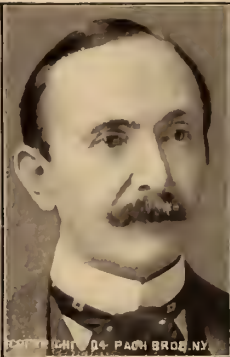
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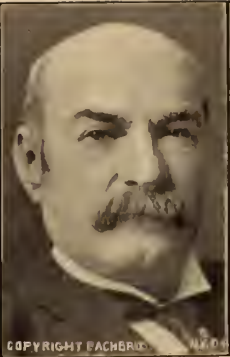
FRANK HEDLEY,
GEN'L MANAGER.



WM. B. PARSONS,
ENGINEER.



AUG. BELMONT,
CAPITALIST.



J. B. McDONALD,
CONTRACTOR.



LEWIS B. STILLWELL,
ELECTRICIAN.

STATISTICS.

Ultimate cost of planned construction	\$60,000,000
Length of main line (City Hall to 104th St.)	7 miles
West branch (104th St. to Kingsbridge)	7 "
East branch (104th St. to Bronx Park)	7 "
Brooklyn extension	3 1/2 "
Total, including all extensions planned	45 "
Single track railroad in same	135 "
Tracks in main line	4
" east branch tunnel	2
" west "	2
" on viaducts	3
Steel used in tracks, tons	10,000
" " other construction, tons	70,000
Pounds per yard of rails	100
Dynamos in power house	9
Capacity of each, kilowatts	5000
Total horse power	120,000
Capacity coal bunkers, tons	25,000
Cost of power house and equipment	\$7,000,000
Motors in 5-car-trains	3
Motors in 8-car-trains	5
Speed per hour, miles:	
Local trains (5 cars)	28
Express " (8 cars)	16

STATIONS. Opened Oct. 27, 1904.

City Hall.	59th Street.
* Brooklyn Bridge.	66th "
Worth Street.	*72nd "
Canal Street.	79th "
Spring Street.	86th "
Bleecker Street.	91st "
Astor Place (8th Street.)	*96th "
*14th Street.	104th "
18th Street.	110th "
23rd Street.	116th "
28th Street.	Manhattan Street.
33rd Street.	137th Street.
*42d St. & Madison Ave.	145th Street.
42nd St. and Broadway.	
50th Street.	

* Express Stations.

HISTORY.

First Commission appointed by Mayor Hugh J. Grant, April 9, 1890.

Commission recommended 4-track tunnel July 16, 1890.

Plans for same submitted and approved, Oct. 21, 1891.

No bids for franchise being received, municipal ownership was decided by popular vote, 132,647 to 42,916, Nov. 6, 1894.

In 1894, new Commission appointed, who prepared a contract; approved Aug. 10, 1899. This memorable contract, about \$36,000,000, awarded to John B. McDonald, and signed Feb. 24, 1900.

Construction formally begun by Mayor Van Wyck turning a spadeful of earth (place marked by bronze tablet), Mar. 24, 1900.

Brooklyn Extension route (from City Hall via Broadway and tunnel at South Ferry) adopted Sept. 27, 1900.

Brooklyn Extension contract, \$3,000,000, signed Sept. 11, 1902.

Official inspection train, City Hall to Harlem, Jan. 1, 1904.

Opened for public traffic, City Hall to 145th St., Oct. 27, 1904.

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SIGNING THE MEMORABLE CONSTRUCTION CONTRACT FOR \$35,000,000, FEB. 24, 1900.—At head of table is Pres. A. E. Orr; at right, John B. McDonald, B. S. Coler, Mayor R. A. Van Wyck, Aug. Belmont, M. K. Jesup; at left J. H. Starin, W. Langdon, John Whalen; at end, C. S. Smith and Geo. L. Rives; standing, Wm. B. Parsons, R. A. C. Smith, B. L. Burrows, D. Nicoll, E. M. Shepard, Perry Belmont, etc.

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PHOTOGRAPH BY R. FULLER

- | | | | |
|----------------------|---------------------------|-------------------------|---------------------------|
| 1 F. S. CURTIS | 11 ANDREW FRIEDMAN | 20 GEORGE W. WICKERSHAM | 29 FREDERIC CROMWELL |
| 2 SAMUEL J. REA | 12 J. D. ROCKEFELLER, JR. | 21 JAMES SPEYER | 30 ROBERT BACON |
| 3 JACOB H. SCHIFF | 13 W. H. MCINTYRE | 22 VALENTINE SNYDER | 31 M. J. DEGNON |
| 4 AUGUST BELMONT | 14 GEORGE W. YOUNG | 23 JAMES H. HYDE | 32 N. Y. "SUN" |
| 5 GEORGE GOULD | 15 W. B. PARSONS | 24 CORNELIUS VANDERBILT | 33 CHAS. M. JACOBS |
| 6 JOHN B. McDONALD | 16 R. E. BRANDICE | 25 J. HENRY SMITH | 34 RALPH GREAVES, "TIMES" |
| 7 T. ST. JOHN CLARKE | 17 A. J. CASSATT | 26 PERRY BELMONT | 35 JOHN T. HETTRICK |
| 8 ALBERT DAVEN | 18 R. H. MCCURDY | 27 CLARENCE H. MACKAY | |
| 9 ALFRED SKITT | 19 FRED'K. UNDERWOOD | 28 ALVIN KRECK | |

INTERBOROUGH "SUBWAY" INSPECTION TRIP. JANUARY 19th, 1904.

CAPITALISTS' TRIP, JAN. 19, 1904. MANY MULTIMILLIONAIRES, REPRESENTING FOUR BILLIONS. Aug. Belmont, Geo. J. Gould, A. J. Cassatt, Jacob H. Schiff, James Speyer, Val. P. Snyder, George W. Young, J. D. Rockefeller, Jr, Frederick Cromwell, R. H. McCurdy, Cor. Vanderbilt, etc.



TUNNELING LOWER BROADWAY. Temporary roof for surface traffic in daytime. STEEL STRUCTURE of four-track sections, 50 feet wide, 13 feet high. Water-tight linings.

SUBWAY PORTIONS SHOWN THUS ——— . VIADUCT — — — . LOCAL STATIONS —●—. EXPRESS —●—



SATIONS 



operating details throughout are of the highest order. The "tunnel" is in part open-air travel, from 123rd to 135th St. and all north of 104th St., and on east branch 1/2 miles (including Brooklyn extension) for one five-cent fare. Daily north and south travel in Manhattan (all railroads) averages 900,000 passengers each way.



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PHOTO.



PULLIS
PHOTO.

CITY HALL STATION. Terminal loop. Double arched roof. Protected third rail.
TWENTY-THIRD ST. STATION. Entrances to Mercantile and Metropolitan Life Bldgs.



THE KIOSKS. IRON AND GLASS ENTRANCES TO STATIONS. Artistic but practical. Columns for ventilation. Made by The Hecla Iron Works of Brooklyn, Niels Poulsen, President.

Return for no. 100



UNIVERSITY STATION BROADWAY AND 116TH ST. View North showing Columbia University. Vault lights over Subway; ventilation shaft inclosed in railing, parkway over subway, surface cars, etc. Station decorated appropriate to University. Subway steel car at left.

AVERT
CLASSIC



MANHATTAN VALLEY VIADUCT. FROM 123RD TO 135TH STREET. STATIONS BUILT BY HECLA IRON WORKS OF BROOKLYN. The Great Arch at Manhattan St. spans 170 ft. Tracks 50 ft. high. Otis Escalator, capacity 20,000 passengers an hour, at the Manhattan St. Station.

New York's Subway Rapid Transit: The Underground Railway

The completion of the "subway" or underground rapid-transit system marks one of the greatest of human achievements. Discussed for many years and repeatedly pronounced impracticable, the courage, skill and energy of a few men have conquered all obstacles, and the accomplished fact challenges universal wonder.

The financial problem, involving upwards of \$50,000,000, was met by municipal ownership, approved by popular vote. To avoid infringement of individual property rights required the highest legal talent. Engineering and construction difficulties were successfully met. Danger to abutting buildings had to be considered at every step. Besides dealing with innumerable gas and water pipes, electrical conduits and pneumatic tubes, long sections of sewers and pipes required moving, rebuilding and grade-alteration. Quicksands and underground streams were encountered. Solid rock in great stretches had to be blasted. Miles of electrical street railways were undermined without accident or the stoppage of a car. The Columbus monument at 59th Street, weighing 724 tons, presented extraordinary difficulties, but remains as stable as if solid rock still stood beneath it.

The route of the Rapid Transit Subway is: 1. From City Hall (Brooklyn Bridge) north on Elm Street and Lafayette Place to 4th Avenue, at 8th Street; up 4th Avenue to 42nd Street; west to Broadway; then north on Broadway, 11th, Naegle and Amsterdam Avenues to Kingsbridge. 2. At Broadway and 104th Street begins the east branch: East to Central Park, under the Park to 110th Street and Lenox Avenue, north on Lenox Avenue to 141st Street, then east, under Harlem River, to and through Bronx Borough, ending at Bronx Park. 3. Extensions north are planned; and an extension south to Brooklyn is now well under construction. The portion opened to the public

October 27, 1904, is that from City Hall north to 145th Street.

The cars (lighted by electricity) are propelled by the third-rail electric system. Speed will average 16 miles per hour for local (5-car) trains, and 25 to 30 miles per hour for expresses (8 cars). The power-house, at 11th Avenue and 59th Street, is the largest in the world. It covers an entire block, 700 x 200 feet, double the size of the plot of Madison Square Garden. There are six smoke-stacks, 265 feet high, and nine 8,000-horse-power engines, driving dynamos of enormous capacity. Coal-bunkers, distributed overhead in the boiler-room, can store 25,000 tons, a month's supply.

The construction of a work so vast in 4½ years is unprecedented. The first spadeful of earth was turned at City Hall by Mayor Robert A. Van Wyck, March 24, 1900. During ten years previous various steps in legislation and formation of commissions had been taken, and the names of public-spirited men who took part in those preliminaries, under circumstances of great discouragement, would make a long roll of honor. Some have not lived to see the fruition of their labor, notably Abram S. Hewitt and William Steinway. The Rapid Transit Commission, as now constituted, comprises; Alexander E. Orr, President; John H. Starin, Vice-President; Woodbury Langdon, Charles Stewart Smith, Morris K. Jesup, John Claffin; Bion L. Burrows, Secretary. Chief engineer, Wm. Barclay Parsons; Assistant, George S. Rice. Builder, John B. McDonald. The President of the construction and operating companies is August Belmont, who is in fact the financier and backer of the whole enterprise.

To these men and many of their associates New Yorkers owe a great and lasting obligation.